

MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

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THE CANTON TRADE REPORT.

The report of Her Majesty's Consul on the trade of Canton for 1889—always looked for with interest here—has made its appearance somewhat late in the year, being dated 14th June and having come out only by the last mail. The first section of the report is devoted to exports. The business in staple exports was, Mr. Alabaster understands, profitable, and in silk especially it was a busy and exciting season with satisfactory results to operators. An interesting feature noted is the improved quality of the silk, the natives having apparently become alive to the necessity of taking greater care in reeling than was previously thought requisite. Concerning tea, a different tale has to be told. The year's returns showed a considerable falling off, and the Consul anticipates a still further decline in coming years, for it appears that it is now more profitable to keep the leaf for native consumption than to sell it for the low rates ruling in the foreign market. The only kind which seems able to hold its own is scented tea, which is still good and has not so far been successfully imitated by the Indian and Ceylon planters. The prediction of a further falling off in the total export of tea from the port is borne out by the statistics of the present season, though the decline is not so great as in the year reviewed by Mr. Alabaster in the report now under notice. The next item of export touched upon is opium, concerning which it is interesting to note that the Chinese have been induced to increase the number of packages from three to a hundred or more. The quantity exported was 228,920 lbs. valued at \$123,957. In cassia a falling off is to be observed in so far as the quantity passed through the Foreign Customs at Canton is concerned, but Mr. Alabaster says this is only a diversion of the trade, the bulk of the cassia being taken from the producing districts direct to Hongkong. On referring to the returns of the Kowloon Customs, however, we find that in 1889 there was a slight decrease instead of an increase in the amount imported into this colony by junks in 1888, and the latter year also showed a decrease as compared with 1887. The decline noticed in the quantity passed through the Foreign Customs at Canton seems therefore to be a dead loss. The taste for cinnamon is in fact passing away and a similar decrease in the export has taken place in Ceylon.

Turning to the smaller items of export noticed in the report, we find that the export of cases is given at 5,000,000 pieces. Mr. Alabaster says it is gratifying to notice the increasing demand, but that home manufacturers have not developed 1 per cent. of the purposes to which cases might be usefully applied. Another article of export which has of late years come into prominence is glass bangles, which are chiefly exported to Bombay. Buttons, also, which Mr. Alabaster speaks of as "the jewellery of China," attract attention. The manufacture of brass buttons was introduced by foreigners, but now seems to have passed entirely into native hands, and in 1889 560,000 lbs. were exported. Mr. Alabaster is of opinion the trade might be recovered if home manufacturers would introduce improved models, as could easily be done. Most of the human hair exported, we are informed, comes from the heads of beggars, criminals, and dead persons, and Mr. Alabaster considers that "it is not pleasant to think of its being worn by the ladies at home, even although it goes through long processes of purification before it is made up into wigs, chignons, waterfalls, etc., which supply its raison d'être." In the world of fashion, however, not much is thought of the origin of articles so long as they are beautiful or useful in themselves, and as a criminal or a beggar may have as good hair as a millionaire we fail to see that there is any greater objection to it than to the use of hair derived from other sources. A romantic might be able to make an interesting plot by attaching to the hair sold in shops an occult influence in conveying to its future wearer the character of the person on whose head it grew, but the matter of fact lady will be indifferent to such ideas so long as she can make herself look nice. So also with respect to the unabated demand for what are called old embroideries. Mr. Alabaster says that as a matter of fact the majority of these embroidered garments are not old, but simply soiled, and the Chinese must look on the purchasers much as we should regard collectors of discarded tea gowns or worn out tennis suits. He admits that much of the embroidery is very beautiful, but says "the association of ideas is not pleasant." This seems carrying fastidiousness to extremes, but it is all matter of taste; some people might object to use a cushion ornamented with embroidery which had once adorned a mandarin's robe, but many others would think no more of its origin than the wearer of a skunk fur would think of the stink of the animal.

Passing over the remarks on various other minor articles of export we come to the section of the report dealing with imports, the first few paragraphs of which are devoted to opium. There was a falling off in the import last year, which has been attributed to "the high price of the drug leading to increased use of adulterants and an admixture of native opium, and increased smuggling during a portion of the year." With a partial transfer of the trade to Hongkong, the importers sending a portion of the drug direct thence to the interior instead of as heretofore importing it via Canton. To the first reason Mr. Alabaster does not attach much importance, for as far as he has been able to find very little native opium finds its way to Canton so far as the Cantonese use is concerned, and the greater part of their drug, the decrease he thinks

is to be accounted for by smuggling, "for notwithstanding the extraordinary facilities given the Customs in Hongkong for the prevention of smuggling, a considerable quantity was undoubtedly smuggled in the early part of the year." Mr. Mosdax, in his Kowloon report for last year, held that there had been no great increase in smuggling, and accounted for the falling off by other causes. The unfortunate and we cannot help thinking absurd decision of the Supreme Court allowing the free movement of opium in broken quantities so long as the total exceeds the contents of one chest must have had some effect in increasing smuggling, but the vigilance of the Customs seems to have been sufficient to prevent this increase assuming large proportions. Mr. Alabaster, however, is of opinion that "in the future when the system becomes better organised the import shown in the returns will probably be largely decreased, the opium being landed before it ever reaches Hongkong at all. There is no preventive service in China. Foreign ships at Hongkong and the ports are carefully watched by the foreign customs, but over the junks, save at Hongkong, there is practically no control whatever; with the assistance of the Hongkong police, and the preventive measures in force in the colony, there is a difficulty in the way of their getting a supply there, but there is nothing to prevent their meeting steamers ten miles off and smuggling in as much as they want." If the system of smuggling here suggested by Mr. Alabaster is ever initiated the parties concerned will probably have good reason to regret it. It could only be conducted profitably on a large scale, for it would not pay a steamer to make for an appointed rendezvous to transfer one or two chests to a junk, and if the junks took on board large quantities the risk both from pirates and the preventive service would be greater than the owners would care to incur. Besides this, the steamer would become an object of suspicion in Chinese ports and would find the facilities usually afforded by the Customs cut down to the least possible; for it is not likely such a business could be carried on without its becoming known. The fact is that the opium smuggling trade requires as a basis of operations a place to which the article can be brought in bulk and smuggled away in small quantities. Hongkong and Macao being no longer available for this purpose and there being no other suitable place the smuggling trade may be looked upon as almost extinct. Some little smuggling there will always be, just as there still is in England, but its proportions as compared with what they were in the past will tend to become more and more insignificant.

On most of the other articles of import Mr. Alabaster has remarks to make which will be probably profited by home manufacturers, and he points out directions in which he conceives there are openings for the introduction of articles of foreign manufacture. But suitable middlemen are wanted on the spot. The Consul says he continually gets letters from homeasking him to mention the names of firms who could push this or the other article, and in a great difficulty to answer, for in the majority of cases it is a shopkeeper and not a merchant that the inquiries need, and there are no shopkeepers to whom to recommend them. "I cannot but think," Mr. Alabaster says, "that there is an opening for tradesmen, men ready to retail all articles of foreign production; to introduce new articles to the market, and to send in return to their agencies at home petty articles for which there may be a demand. It is no use sending to a merchant used to business on a large scale and asking him to push the sale of feeding bottles; but there is need of feeding bottles, and, properly pushed, a considerable business to be done in them. Matches, needles, condensed milk, aniline dyes, and beads have won their way into the ranks of staples, but at their introduction the merchants generally looked askance at them; and there are numerous other articles for which a demand, and in time an enormous demand, could be created if there were only men to push them. As it is some of the largest fortunes made in China have been made by tradesmen, and there is still an opening for them with good prospects of success, although at the commencement they may have uphill work." Perhaps these remarks may attract the attention of some enterprising young tradesman and induce him to establish himself at Canton. If he did so there is no doubt as Mr. Alabaster says, that at first he would find it uphill work, and we cannot but think the prospect of his ultimate success at least problematical. A retail establishment would not do very much in the way of bringing foreign goods under the notice of the native population of the city of Canton, especially as it could not be set up in the heart of the city. It is commission agents, rather than shopkeepers, that are wanted, but men willing to deal in small lines. The want is pretty well filled in Hongkong, and it is open to question whether the work cannot be better done here than it could be at Canton. The foreign stores here, besides their retail trade, do a large business in supplying native shopkeepers, and gentlemen who were formerly assistants in the stores have from time to time established themselves as commission agents and have built up very valuable connections. If Canton offered as good a field as Hongkong no doubt some of these gentlemen would have found their way there, but it seems to suit them better to stay in Hongkong, where they visit the native shops and afterwards the manner of commercial travellers at home, introducing to them new goods, which are in turn introduced by the Chinese merchants in Canton and the other ports of the province. Mr. Alabaster's

remarks may, however, be recommended to the attention of energetic young men seeking an opening. Any one with a little capital and willing to work a year or two for nothing might find the experiment result in an enormous success. It is unfortunate that the Foreign Office, in publishing valuable reports like Mr. CHAPMAN ALABASTER'S, cannot devise some means by which the stupid printer's errors by which they are disgraced could be corrected. There is generally some member of the Consular Service at home with whom we should think arrangements could be made to look over the final proof and bring his local knowledge to bear on it. In the Canton report Mr. ALABASTER'S christian name is changed to "Thos." and we are told that the Mexican dollar "is universally taken at 7s. 1½d." When the historian of 2890 comes to deal with the great silver problem of the last quarter of the nineteenth century this change of the familiar 7.17 into 7s. 1½d. will be a hard nut for him to crack. Mistakes equally stupid have occurred in other Consular Reports this year.

OVER-CROWDING IN THE CITY OF VICTORIA.

The report of the Committee on over-crowding presented to the Sanitary Board at its last meeting is one of the most interesting and important official documents that has seen the light for some time, and the Hon. N. G. MITCHELL-LENNES and Mr. N. J. ELLIOT are to be congratulated on the able manner in which they have conducted the long and laborious inquiry they commenced nearly two years ago. The figures supplied in the schedules attached to the report may be taken as anticipating to some extent the census which will occur next year. The city was divided into 275 blocks, and an enumeration taken of the people living in each, with the exception of those occupied by European dwellings, godowns, etc. Roughly speaking, therefore, the number of persons counted under the direction of the Committee may be taken as corresponding to the entry "Chinese residing in Victoria" in the census returns. The number is given as 128,901 as against 98,585 in 1881, showing an increase of 30 per cent. The total population in 1881 was 160,402, and assuming that the increase has been general throughout, this would give us a present population of 209,522. It may be said that the increase has been greater in Victoria than elsewhere, in which case to add an equal percentage for the whole population would give a fallacious result. But when comparing the last census with the census taken five years previously we find that while the increase in the number of Chinese living in Victoria was 14 per cent. the increase in the total population was 16 per cent. Taking into consideration the development of the Kowloon district, and the growth of the floating population, which must have attended the increase in the tonnage entering the port it is not unreasonable to assume that the percentage of increase shown by the next census will be as great for the whole colony as for the Chinese living in Victoria. The Committee inform us also that from certain data given in their report it may fairly be inferred that the householders have generally somewhat underrated the number of persons living in their houses, and the returns do not seem to include the persons living in blocks occupied by godowns, though there must be caretakers and others in most of them. It may fairly be calculated, therefore, that the population at the present time reaches at least 320,000.

The proper housing of this large population is a problem which demands the attention of the Government and the Sanitary Authorities. The investigation just concluded shows that there is an amount of overcrowding which cannot fail to be deleterious to the health of the persons occupying the over-crowded tenements and dangerous to the public health generally. The remarks of Mr. A. B. FOXWOOD, the Chairman of the Sanitary Committee of the Liverpool City Council, are quoted in the report to the effect that "One thousand persons may live in the best of health upon an acre of land, if housed according to approved sanitary regulations, whilst 500 persons may live upon an acre without these precautions, and to them it will mean disease and excessive mortality." It will be observed that 1,000 persons per acre is here stated as being a large number to house on an acre of land, although such can be done without prejudicially affecting the health of such persons. From the report before us, however, it appears that in a number of the blocks in Hongkong more than 1,600 persons per acre live and in one small block the rate is as high as 3,235 per acre. The total amount of over-crowding, taking the gross cubic air space of the houses, amounts to 4,827 persons, but if the space occupied by staircases, furniture, fittings, etc., were deducted to arrive at the clear air space demanded by the Health Ordinance the over-crowding would be found to be very much greater than these figures indicate. And unfortunately this over-crowding, so far in excess of the 1,000 per acre mentioned by Mr. FOXWOOD, exists in houses of an extremely insanitary type. We do not overlook the point, urged at the time the Public Health Bill was under discussion, that the population lives to a great extent in the open air, and the circumstances that thereby tends in a long line of small breadth no doubt renders over-crowding less injurious than it would otherwise be, but after making all possible allowances it must be confessed that there exists a great evil which calls urgently for amendment. The over-crowding Committee do not touch upon the sanitary condition of the houses, but the two questions of some extent overlap and ought to be

considered together. Last year an Ordinance was passed called "The Crown Lands Reclamation Ordinance," one of the principal objects of which is, in the words of Sir WILLIAM DUNN'S despatch to the Secretary of State, "to facilitate a contemplated experiment having for its object a permanent improvement in the sanitary condition of the town." The despatch refers to the over-crowding which exists in "houses which are without yards or windows at the back, and which as regards five-sixths of the rooms are in perpetual and complete darkness," and says the proposal is "to acquire one or more portions of land covered with such houses and to re-sell them (1) either after the replacement of the present houses by others constructed under better sanitary conditions, or (2) with an obligation attached to the purchase for the building of such houses." If it is the case, as we should consider probable, that the greatest over-crowding exists in the most insanitary houses, the report of Messrs. MITCHELL-LENNES and ELLIOT will show where a commencement ought to be made, and no time ought to be unnecessarily lost in dealing with the district where the population is at the rate of over 3,000 to the acre.

But then arises the question of how the population is to be disposed of while the improvement of the over-crowded districts is in progress. If there are not sufficient houses for the population there must necessarily be over-crowding, notwithstanding the most stringent rules and regulations, unless the surplus population can be deported. From the returns attached to the report it would appear there really are not enough houses, notwithstanding the large amount of building that has of late been going on. Out of a total of 6,854 houses 284 are shown to have been unoccupied at the date of the return, or 5.6 per cent. For the different districts the percentages work out as follows:—Western district, 151 empty houses out of a total of 2,906=5.1 per cent.; Central district, 124 out of a total of 2,872=4.9 per cent.; and Eastern district, 99 out of a total of 1,976=5.0 per cent. The Committee say that most of the houses returned as empty in the Central district were at the time in the hands of the builders either as new houses or old houses undergoing repairs. There must always be a certain number of houses empty for this reason. If the proportion be taken at 5 per cent., which is somewhat under that in the Central district, it will give a total for the whole town of 274 houses necessarily vacant, leaving only 110 standing empty for want of tenants. The reason that these are empty is their remoteness from the industrial centre, but if they were occupied by the 4,827 persons over-crowded in the centre of the town we could get an average of over forty persons to each house, and if in estimating the number of persons over-crowded regard were had to the space occupied by staircases, etc., the number of vacant houses would be seen to be a mere drop in the bucket as compared with the number of persons for whom accommodation is required.

It was at one time proposed to encourage building at Causeway Bay and to render that district a convenient residence for the working population by laying a tramway which would give them easy conveyance to and from their work. The first part of this scheme seems to have been dropped since the removal of the military to that part was suggested, but the tramway will not doubt be made as soon as the new frays is completed. The Reclamation when finished will afford considerable relief from the prevailing congestion, but that is a work that will occupy a good many years and meanwhile the population will go on increasing. The Government cannot therefore content itself with a simple policy of waiting. Something must be done, and that quickly. The Over-crowding Committee say that if cheap means of communication such for instance as by steam launch—between the outskirts and the central portions of the town were afforded, and if more police protection were given to the suburbs, they believe that much would thereby be done to induce the migration of the working classes to the less congested parts of the city. These remarks are worthy of the serious attention of the Government, and some attempt ought certainly to be made to bring the ferry traffic under control. This is conducted at present solely with the view of securing profit for the owners of the launches, and with little regard to the public convenience or, indeed, public safety, for although there are regulations against carrying an excess of passengers no pretence is made by the police of attempting to enforce them. That the launches are at certain times of the day over-crowded shows the desire of the population to avail themselves of the accommodation of the suburbs, but apparently the launch owners do not think it would pay them to put on extra boats for one or two trips in the morning and the same in the evening. The idea of leaving the working of the ferry traffic to private enterprise is no doubt a correct one in the main, but there is at least as much occasion, proportionately speaking, for Governmental interference to secure workmen's launches as there is for insisting on workmen's and parliamentary trains in England. At the same time adequate police protection ought to be given to the suburbs and villages. The new police station at Kennedytown is still unoccupied, though greater police protection would no doubt lead to the occupation of the empty houses in that locality and to the building of others. The recommendation as to the removal of the brothels from the centre of the town is also worthy of consideration, but is not quite such a simple matter as it looks.

We hope that the whole subject of over-crowding and the improvement of the dwelling of the working classes will receive the

speedy attention of the Government. The same subject is under consideration in England and the advocates for reform do not propose to handle it with kid gloves. We note from a paper received by the last mail that the London County Council is shortly to be moved to give full support to Mr. STURGES' bill for the better housing of the working classes, and especially to the provisions that where premises to be acquired are over-crowded the rental which forms the basis of valuation shall be measured accordingly, also that account is to be taken of want of sanitation or repair, and that where a house to be acquired is unfit for occupation and not reasonably capable of being made so compensation is to be confined to value of bare land and materials, less cost of pulling down. As the Government of Hongkong is largely responsible by its past neglect for the existing state of things it will have to observe a rather more liberal policy than this in putting them to rights, but it is not called upon to show any excess of generosity to the landlord class.

THE FINANCES OF THE COLONY AND ITS PUBLIC WORKS.

The minute by the Acting Governor on the Estimates for 1891, which was read at the meeting of the Legislative Council on Monday, gives a very clear idea of the financial position of the Colony. At the end of next year it is estimated that there will be a deficit of \$100,000, so that if the projected public works are to be proceeded with it is none too early to begin to talk about raising a loan, for by no other means can the necessary funds be obtained. It is useless to think of extra taxation. The house tax is already as high as can reasonably be borne. If the Gambling Farm were revived a large revenue might be derived from that source, but the prevalent vice of gambling, which experience has proved that it is impossible to suppress, might be brought under whole-some control, but there is not the least chance that the home Government would sanction any proposal of that kind. It would not be safe to count on any great increase in the revenue from the Opium Farm when the next letting comes round, though we hope there will be no decrease. The only other direction to which the Colony could look for an addition to its revenue would be by instituting a Spirit Farm, but that proposal when it was made on a previous occasion met with a very unfavourable reception. There is, however, as the figures show, no necessity for increased taxation. The estimated revenue for 1891, exclusive of the premium on land sales, is \$1,952,038, and the estimated ordinary expenditure is \$1,674,780, which leaves a balance of \$277,318 of revenue over expenditure. The annual charges on account of the public debt, which is included in the expenditure given above, is estimated for next year at \$56,827, in 1889 the amount was \$55,297, the difference being due to the fluctuations in exchange. The annual surplus it will be seen, would be sufficient to defray the charges of three more loans of the same amount, but it would, we presume, not be proposed to raise more than \$1,000,000, or \$200,000, at once. The sum put down as the annual charge on account of the existing debt, it may be mentioned, includes the sinking fund, and the charge, in sterling, will continue the same, £15,072, until the extinction of the debt, which will be completed in twenty years from the time it was incurred. The question of how much of the loan has been paid off does not therefore seem to have much bearing on the question of whether another loan should be raised or not; the important point to be satisfied, assuming a loan to be desirable, that the Colony will be in a position to meet the annual charge for interest and sinking fund, and on this point we think there can be no possible misgiving. Notwithstanding the depression of which we have heard so much of late it is noteworthy that the income from assessed taxes, which was \$374,857 in 1889, is now estimated for the present year at \$397,896, and is put down for next year, without deduction for void houses, at \$445,000. Making the liberal allowance of 6 per cent. for void houses the net income from this source would be \$418,300. This increase in the assessed taxes shows that the Colony is progressing and while that is the case no serious falling off in the revenue from other sources need be anticipated. While, however, we have on the one hand an increase in the assessed taxes, on the other hand the premium on land sales, which in 1889 amounted to \$154,725, in the first half of the present year amounted only to \$8,718 and the probable total is given in the Estimates as only \$13,718, although the Acting Governor in his minute figures of \$50,000. In either case the figures show a great falling off, but the explanation is a simple one. It is not that there has not been a demand for increased house accommodation, for the report of the Sanitary Board's committee on over-crowding shows that the accommodation is far below the requirements of the population. The fact is that the Colony has gambled away its spare capital in wild speculation and has had little left for house building and other useful investments. The present depression will not last long, however, and as soon as capital begins to be a little less scarce we may expect to see the demand for Crown land for building purposes revive.

The extraordinary public works on account of which a loan is required are estimated to cost \$2,536,237, of which it is expected that \$57,135 will have been expended at the end of the present year, leaving in round figures a sum of \$2,479,102. To meet this we have the estimated surplus at the end of the present year amounting to about \$440,000. This leaves a balance of \$1,639,000 required to complete the works. If \$1,000,000 of this were raised by loan the remainder could readily be made up from the premium on land sales and the annual excess of revenue over expenditure. No one could consider the incurring of this moderate liability at all extravagant or imprudent. Whether the loan should be raised in sterling or in silver depends partly upon where the money is to be spent. The amount raised by the loan was, we believe, retained in London to meet the Crown Agents' bills for payments made there. The military contribution alone, at the new rate, would absorb the \$200,000 in five years, and when public works are going on there are large bills to be met for material sent out. If the money were raised locally it would, therefore, have in the long run to be remitted home, at rates which might or might not be favourable. The Hon. T. H. WITTENBERG advocates the raising of the loan locally, and if it can be shown there would be any advantage or even absence of disadvantage in that course it would naturally be more agreeable to Colonial feeling, but it may be well to remember that the same course was strongly urged when the raising of the last loan was under consideration and that a deputation on the subject came out from Downing Street, which, it must be frankly admitted, pulverised the arguments that had been advanced.

Most of the public works for which the loan is required have already been fully discussed. The most important, as regards expense, are the Plover Reclamation, \$410,323; sewerage of Victoria, \$282,500; Central Market, \$270,000; the new water mains and distributary system of Victoria water works, \$200,000; water supply of Kowloon Peninsula, \$180,000; Gap Rock Light-house, \$150,000; Government Offices Extension and New Law Courts, \$160,000; and Gas extensions, \$140,000. No vote is asked for next year for the Government Offices Extension and New Law Courts, and of the \$180,000 which the Kowloon water supply is estimated to cost only \$8,000 is at present asked for. The other works mentioned are at present in progress, with the exception of the Gas extension, and for this \$100,000 out of the estimated total of \$140,000 is asked for next year. The total number of extraordinary public works set down is thirty-eight, and the cost ranges from \$3,000 up to the large figures given above. The programme is a long one and will take a number of years to complete, so that for the present at least events a loan of \$1,000,000 will amply suffice. The suggestion that the loan should be devoted to certain specific works met with some applause when made by the Acting Governor in Council on Monday, but we cannot see that any particular advantage would be secured by this. The amount ought certainly not to be merged in general revenue, but if it were held available for extraordinary public works in general instead of for particular works, it would probably be more useful. No advantage is ever gained by tying one's hands unnecessarily.

THE DANGEROUS GOODS ORDINANCE.

The Bill for the amendment of the Dangerous Goods Ordinance has been introduced for the purpose of enlarging the power of the Governor in respect of the making of by-laws. The present Ordinance gives the Governor power to make by-laws regulating the landing of dangerous goods, but has been deemed necessary that by-laws should also exist regulating their shipment and transhipment. The movement of dangerous goods is a proper subject for regulation, but in drawing up the new by-laws it is to be hoped that every possible facility will be given for the export of goods, and that no more red tape will be insisted upon than is absolutely essential for safety. Under the present regulations ships conveying dangerous goods have sometimes had to incur a day's demurrage, and as the new by-laws are to cover a wider field the risk of detention will be proportionately greater, and it ought to be the minimum of obstruction with the maximum of safety. The Hon. P. BRYAN, when the second reading of the Bill was under discussion, drew attention to the unsafe class of boats used in the transhipment of gunpowder. The possible consequences of junks with barrels of gunpowder on deck and the crew and cargo passing through the shipping in the harbour are not pleasant to reflect upon. In passing it may be remarked that the flotation power of the particular junk observed by Mr. BRYAN must have been very extraordinary if she could carry a large amount of gunpowder piled up to the height of her mast, or as the hon. gentleman said in the first instance, almost up to her mast-head. But it must be admitted that the boats generally used, whether of the extraordinary description of the one seen by Mr. BRYAN or of the more ordinary description with which we are all familiar, are very unsafe vessels for the conveyance of explosives to and from the harbour. It appears that when the subject was mentioned on a previous occasion some understanding was arrived at that a special class of boats should be constructed. This intention, if it was ever formed, has not yet been carried into effect. The subject has now again been brought before the Government, and it would do well to direct a complete inquiry before framing the new by-laws. There is now a very active demand for explosives in China and the trade is an important and growing one, the preservation of which to the Colony is a matter of considerable moment. To insist on a special class of boats for landing, loading, and transhipment purposes would, so far from being found irksome, be a convenience to the trade if the regulations for their use were of a liberal character.

We have heard it suggested also that it would facilitate matters if the Harbour Office were connected with the Inspector-General of Customs, and by telephone, one of the things complained of being the great amount of time wasted when it is desired to ship gunpowder. Having to send over to Stonecutters Island by boat causes considerable delay and when the coolies arrive there possibly some other order is being attended to and they have to wait until that is completed, whereas if the Government had control of the special boats to be used in conveying gunpowder, and the boat was in telephone

SUNDAY LABOUR IN THE HARBOUR.

The conference on the question of Sunday labour held on Friday last between representatives of the Mercantile Marine Officers' Association and the Chamber of Commerce resulted in a very useful and interesting discussion. Captain ASHROD on behalf of the Association urged the cause of Sunday rest with considerable force and in the subsequent discussion fairly forced the difficulties suggested on the other side. He admits that if the observance of a weekly day of rest is made compulsory all classes of shipping must be subjected to the same law, Chinese as well as foreign. This, he thinks, would not be regarded as a hardship by the native community, but that on the contrary the Sunday rest would soon come to be appreciated by them as much as it is by foreigners. The Chamber of Commerce expressed its sympathy with the principle of Sunday rest, but had also expressed the opinion that the peculiar conditions under which trade is conducted here render the suppression of labour on that day almost impossible. The sympathies of the members no doubt remain the same, and if in compliance with the request of the Association they address the Government again on the subject it will no doubt be to the effect that so far as the shipping represented by the Chamber is concerned there is no objection to a law by which Sunday rest should be secured, provided it is made applicable to all craft alike. It will then remain for the Government to ascertain what view the Chinese take of the matter, and in order to arrive at this the crews as well as the owners of the junks should be consulted. As most of the junks are paid by the month they would be distinct gainers by the proposed law, for it is not likely their wages would be reduced to make up for the loss of the four days' work. The owners on the other hand would most probably take an unfavourable view of the proposal, but it is at all events desirable that this point should be definitely determined. If all parties can be brought into line the Government may see its way to draft such a law as is asked for, though the idea of enforcing the observance of Sunday by penal provisions is somewhat antagonistic to the spirit of the times. When an old woman is brought before the Magistrate in England charged with selling apples on Sunday, as still sometimes happens, there is generally a certain amount of indignation expressed, and the injustice would be still greater in the case of a coolie trying to earn an honest living and who has never been taught to entertain any special regard for the day.

The stoppage of work in the harbour on Sunday would entail to a considerable extent a cessation of labour on shore. The godown and cargo coolies, who are paid by the day and not by the month, would be paid by the day and not by the month, and the day was in telephone

of work, and other trades would also be affected. It is true the same classes have to some extent to acquiesce in a stoppage of work on Sunday at the Treaty ports, but there is this difference, that while at the Treaty Ports it is only work in connection with foreign shipping that is affected in this Colony the native shipping would be affected also. It is decided that legislative action should be taken the best form in which to cast the new law would no doubt be to require any vessel working on Sunday to take out a permit, for which there should be charged a substantial fee. This would discourage Sunday labour but would at the same time afford an opportunity of loading or discharging in case of real necessity. It is difficult, however, to find any logical justification for the proposed law unless we assume a right to impose our religious observances on the Chinese. In order to afford a day's rest to a few hundred Europeans at the outside some twenty or twenty-five thousand natives would be thrown out of work, and to a considerable proportion of the latter it would mean the loss of a day's pay. If the Government says, "Sunday must be observed," it will be at once confronted with the question, why should it be observed in the harbour and not on shore? But it is admitted that a universal Sunday observance law would not work, and if a universal law would not work it is to be supposed that a law applied only to one eighth of the population would work? The experiment, we fear, would prove a somewhat hazardous one, and it is to be regretted that the matters at stake for shipping could not be settled before the Chamber of Commerce and the Mercantile Marine Officers' Association without invoking the aid of the legislature. From the remarks made by the Chairman of the Chamber it may be gathered that there would be no difficulty in arriving at a satisfactory settlement so far as the regular steaming companies are concerned, and work is generally stopped on board sailing vessels on Sunday under existing conditions, so that there are only left to be considered the crews of the few home steamers that may happen to be in port on Sunday. To make twenty-five thousand men stop work in order that these few may enjoy a day's rest seems, it must be confessed, a somewhat extreme measure.

THE DANGEROUS GOODS ORDINANCE.

The Bill for the amendment of the Dangerous Goods Ordinance has been introduced for the purpose of enlarging the power of the Governor in respect of the making of by-laws. The present Ordinance gives the Governor power to make by-laws regulating the landing of dangerous goods, but has been deemed necessary that by-laws should also exist regulating their shipment and transhipment. The movement of dangerous goods is a proper subject for regulation, but in drawing up the new by-laws it is to be hoped that every possible facility will be given for the export of goods, and that no more red tape will be insisted upon than is absolutely essential for safety. Under the present regulations ships conveying dangerous goods have sometimes had to incur a day's demurrage, and as the new by-laws are to cover a wider field the risk of detention will be proportionately greater, and it ought to be the minimum of obstruction with the maximum of safety. The Hon. P. BRYAN, when the second reading of the Bill was under discussion, drew attention to the unsafe class of boats used in the transhipment of gunpowder. The possible consequences of junks with barrels of gunpowder on deck and the crew and cargo passing through the shipping in the harbour are not pleasant to reflect upon. In passing it may be remarked that the flotation power of the particular junk observed by Mr. BRYAN must have been very extraordinary if she could carry a large amount of gunpowder piled up to the height of her mast, or as the hon. gentleman said in the first instance, almost up to her mast-head. But it must be admitted that the boats generally used, whether of the extraordinary description of the one seen by Mr. BRYAN or of the more ordinary description with which we are all familiar, are very unsafe vessels for the conveyance of explosives to and from the harbour. It appears that when the subject was mentioned on a previous occasion some understanding was arrived at that a special class of boats should be constructed. This intention, if it was ever formed, has not yet been carried into effect. The subject has now again been brought before the Government, and it would do well to direct a complete inquiry before framing the new by-laws. There is now a very active demand for explosives in China and the trade is an important and growing one, the preservation of which to the Colony is a matter of considerable moment. To insist on a special class of boats for landing, loading, and transhipment purposes would, so far from being found irksome, be a convenience to the trade if the regulations for their use were of a liberal character.

We have heard it suggested also that it would facilitate matters if the Harbour Office were connected with the Inspector-General of Customs, and by telephone, one of the things complained of being the great amount of time wasted when it is desired to ship gunpowder. Having to send over to Stonecutters Island by boat causes considerable delay and when the coolies arrive there possibly some other order is being attended to and they have to wait until that is completed, whereas if the Government had control of the special boats to be used in conveying gunpowder, and the boat was in telephone

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1. The first step is to identify the problem. This involves understanding the current situation and what needs to be changed.

fact: A mistake, having occurred in one of the advertisements as to the time of meeting, we would mention, to avoid confusion, that the Victoria meets at half-past five, and the Catbay at nine o'clock.

Sub-Lieutenant Commander Bryn F. H. Macintosh, Sub-Lieutenants Alexander W. Addison, the Hon. W. G. Fortescue, and Thomas Kerr; Surgeon Thomas Numan, M.D., Assistant Paymaster J. H. Greenwood; Engineer Henry Attwood, and Gunner F. Hodges.

When he saw the first defendant coolly walk into the shop, pick up two tins of varnish, and calmly walk away. Witnesses followed and arrested him.

Inspector Quilley said he took the first defendant in charge; he told witnesses where he (de-

every head for four men to lift. The team mule is charged with the responsibility of selecting the path to be taken. The rear mule is charged with the duty of following on where the lead mule and the litter lead him. In a most literal

performed at the English Church by the Right Rev. Bishop, London, assisted by the Rev. L. Lloyd in the presence of a large and fashionable assemblage. Shortly before three o'clock the bridegroom with his groomsmen, Messrs. Oswald

homespun Democratic Minister of Justice, made speech, in the course of which he said that the United States wished to coerce Canada into lowering the Union Jack, but her loyalty to the mother country was unswerving.

On demand	.....	3.45
after sight	.....	.....
NEW YORK	.....	.....
Bank Bill, 60 days	.....	38
Credit, 10 days sight	.....	3.64
ROMNEY	.....	.....
Telegraphic Transfer	.....	2204
Bank, on demand	.....	221
CALCUTTA	.....	.....
Telegraphic Transfer	.....	2204
Bank, on demand	.....	221
SHANGHAI	.....	.....
Bank, at sight	.....	734
Private, 30 days sight	.....	73
INTERKING Bank's Buying Rate	.....	3.77

SHIPMASTERS AND ENGINEERS are
 respectfully informed that if upon their
 arrival in this Harbour, none of the Company's
 vessels should be at hand, orders for repairs if
 sent to the HEAD OFFICE, No. 14, Praya
 Road, will receive prompt attention.
 In the event of complaints being found
 necessary communicating with the Company's
 Agents, when immediate repairs will be taken
 effect the same of dissatisfaction.
 D. GILLIES,
 Secretary.
 Singapore, 25th August, 1889.

Dock.
 Notice, Passengers regarding Freight
 apply to
CARLOWITZ & Co.
 21st October, 1890.

STEAM TO SHANGHAI
 P. & O. S. N. Co.'s Steamship
CLIDE.
 L. L. Pattin, E.N.C. will leave for this
 port about 24 hours after her arrival with
 1st English Mail.
S. L. WOODIN
 Superintendent.
 21st October, 1890.

Shortly after
 Ford and
 For Free
 Hongkong

THE
 A. W.
 above photo
 For Free
REU
 Hongkong

"ANNIE B. SMITH"
and will load here for the above
have quick despatch.
Apply to
CARLOWITZ & Co.
2nd October, 1900. [2158]
HONGKONG, 1900

SINTHAN
Ida, Master, will load here for the
and will have quick despatch.
Apply to
K. BROCKELMANN & CO.
10th September, 1900. [1990]
Hongkong, 1900

THE A. I. B.
Junkara Master
Port, and will have
For Freight apply
Hongkong, 1900

HONGKONG, 19th Dec.
NOT RESPONDING.
 Neither the *Campanella*,
 Owens, nor the *Campanella*
 DEPT contacted by the
 of the following Vessels
 Hongkong Harbour
 ADOLPH, Gen. bark,
 Gen.
 ALFRED, Gen. ste. E.
 CORSE, Gen. ship, R.
 JACOB E. RINGWALD,
 Hewitt & Co.

HONGKONG, 22nd October.
**THE AUSTIN ARM
 BUILDING COMPANY**
 \$50,000 of 10% Debentures offered to the public in 100 shares of \$50. These Debentures, rate of 8 per cent. per Annum. For further particulars please apply to the Company's Road Central.
 Hongkong, 6th September.

1730
 HOTEL AND
 LIMITED.
 Company's DE-
 URES are now
 of not less than
 Interest at the
 forms of applica-
 Ofcs. 36, Queen's
 HIN A. JUPP
 Secretary,
 1890. [1893

TO LET

WILLIAM'S POSSESSION.
GODOWN No. 47, in MATTHEW STREET,
WANCHAI.
Apply to
EDWARD SCHELLHASS & Co.
Hongkong, 22nd October, 1890. 1256

TO BE LET

TWO HOUSES at WING DEAN BUILDINGS,
WANCHAI ROAD
A BUNGALOW and HOUSE on the
UPPER HONGKONG ROAD.
No. 1 BRIGHTON TERRACE, Six Dining
Rooms, English Kitchen, Fowl House, Con-
servatory, and well shaded Tennis Lawn.
Apply to
HENRY HUMPHREYS,
Secretary,
HUMPHREYS ESTATE AND
FINANCIAL COMPANY, Ltd.
Hongkong, 2nd September, 1890. 11808

TO BE LET

Just below Peak Flagstaff.
BANAR LODGE—FURNISHED.
Apply to
HUGHES & EZE.
Hongkong, 18th April, 1890. 1935

TO LET

**TWO Comfortable and well furnished BED-
ROOMS;** with or without board.
Apply to
Nos 23 and 25, Queen's Road East.
Hongkong, 19th October, 1890. 12252

KOWLOON.

TO LET UNFURNISHED.
"KIMBELLEY."
BEAUTIFULLY Situated, containing
Dining-room, Drawing-room, two Bed-
rooms, and usual Quarters.
For further particulars, apply to
2, Duddell Street.
Hongkong, 26th June, 1890. 11490

TO LET

NOS. 7 & 9, SEYMOUR TERRACE.
OFFICES & CHAMBERS in CONNAUGHT
HOUSE, Queen's Road Central.
OFFICES in VICTORIA BUILDINGS.
TUSCULUM, MAG. VINE GAP.
No. 4, WATLEY STREET.
No. 11, SEYMOUR TERRACE.
No. 8, GOUCH HILL, "THE PEAK" Furnished.
Apply to
DAVID SASSON, SONS & Co.
Hongkong, 11th October, 1890. 140

TO LET

GROUND FLOOR No. 2, Blue Buildings.
1st Floor No. 3, Blue Buildings.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 2nd July, 1890. 1521

TO LET

HOUSE No. 7, UPPER MOSQUE TERRACE.
Possession from 1st October Next.
Apply to
R. G. A.
Hongkong, 11th September, 1890. 2003

TO LET

A HOUSE in WEST TERRACE. Im-
mediate Entry.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 31st March, 1890. 1764

TO LET

CENTRE HOUSE in WOODLANDS
TERRACE. Newly Constructed. Cheap
Rent.
Apply to
LINSTEAD & DAVIS.
Hongkong, 7th October, 1890. 2192

TO LET

THE DWELLING HOUSE No. 3, Wyndham
Street, at present in the occupation of
China Mail. Possession from the 1st
November Next.
Apply to
DOUGLAS LAPRAIR & Co.
Hongkong, 2nd October, 1890. 2157

TO LET

OFFICES on the SECOND FLOOR of 2,
Queen's Road Central, lately occupied by
the New Oriental Bank, also the GROUND
FLOOR of the Building, suitable for Offices
or a Store.
Apply to
LINSTEAD & DAVIS.
Hongkong, 1st August, 1890. 11722

TO LET

FIRST FLOOR No. 1, Blue Buildings.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 8th September, 1890. 2135

TO BE LET

DESIRABLE OFFICES & GODOWNS.
No. 13, Praya Central.
Apply to
STOUTERPORT & HIRST.
Hongkong, 8th October, 1890. 147

TO LET

NO. 3, MORRISON HILL. Entry, 1st
June.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 23rd April, 1890. 1978

FOR SALE

AT THE PEAK.
"THE FALLS" on R. B. L. No. 28, a
well built, six-roomed house, at
present let on lease for one year.
For full particulars, apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 13th November, 1890. 149

TO LET

NO. 6 and NO. 7 UPPER MOSQUE TERRACE.
For particulars.
Apply to
H. J. JAMPSON,
No. 7, Connaught House.
Hongkong, 3rd October, 1890. 2161

TO LET

**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 27th September, 1890. 2105

TO LET

TWO HOUSES at the VICTORIA PEAK
near the Flagstaff. Immediate Possession.
Apply to
R. JONES HUGHES.
Hongkong, 11th June, 1890. 1181

TO LET

HOUSE No. 4, QUEEN'S ROAD CENTRAL,
lately occupied by the CHARTERED BANK
OF INDIA.
For particulars, apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, 26th September, 1890. 2100

TO LET & FOR SALE

THE PEAK BUILDING CO., LIMITED.
TO LET.
THREE FIVE-ROOMED HOUSES Nos.
1, 2, & 3, SEYMOUR TERRACE, near Peak
Church. Gas laid on.
Apply to the
SECRETARY.
At Office, 16, Praya Central.
Hongkong, 11th June, 1890. 11555

TO BE LET

A WELL FURNISHED HOUSE at the
PEAK. Four Good Rooms, Bath
Rooms, Pantry, &c. Rent \$35 a month.
Apply to
E. J. ACKROYD,
Supreme Court.
Hongkong, 17th October, 1890. 12258

TO LET

TWO GODOWNS on the Praya and one
shop in Queen's Road, Under Victoria
Hotel Buildings.
Apply to
DORABJEE & HING KEE.
Hongkong, 10th October, 1890. 12209

TO LET

CORNER HOUSE No. 145, WANCHAI
ROAD. Gas and Water laid on.
Apply to
E. J. M.
At Office of this paper.
Hongkong, 27th September, 1890. 12104

TO LET

TWO COMMODIOUS HOUSES in
CARLTON TERRACE, QUEEN'S ROAD
EAST. Best modern.
Apply to
G. R. LAMBERT.
Hongkong, 1st July, 1890. 1514

TO LET

NOS. LOWER MOSQUE TERRACE
Apply to
CHAN YAU.
No. 1, Lower Mosque Terrace.
Hongkong, 30th August, 1890. 1868

TO LET

THE SECOND & THIRD FLOORS of
No. 135, QUEEN'S ROAD EAST,
each flat containing 4 Rooms, Cookhouse, Bath
Room and Closets.
Apply to
G. R. LAMBERT.
Hongkong, 1st July, 1890. 1514

TO LET

THE SECOND & THIRD FLOORS of
No. 135, QUEEN'S ROAD EAST,
each flat containing 4 Rooms, Cookhouse, Bath
Room and Closets.
Apply to
G. R. LAMBERT.
Hongkong, 1st July, 1890. 1514

TO LET

THE GROUND FLOOR of No. 137, Queen's Road
East, lately occupied as a restaurant and very
suitable for a hotel or water factory as it has a
large spring of very pure water flowing from
the rock in the basement.
The Ground floor of No. 141, Queen's Road
East, lately occupied as an European Grocery
Store.
The Top Floor of No. 5, Arenal Street, con-
taining two Rooms and an out-house; 3 European
three Storey Houses, Nos. 135, 136 and
141, Wanchai Road.
All the above are well built, well equipped
European Quarters, and are all supplied with
European Groceries.
For any further particulars apply to W.
Dixon, Managing Director, No. 3 Cross Lane,
Wanchai, near No. 2 Police Station.
Hongkong, 8th September, 1890. 1580

TO LET

BLUE BUNGALOW. FURNISHED
UNFURNISHED.
Apply to
E. JONES HUGHES.
Hongkong, 19th July, 1890. 1844

TO BE LET

GODOWN AT WEST POINT.
ROOMS on SECOND FLOOR of (Marine)
Telegraph House.
Apply to
"HONEY VILLA," POKFULUM.
BEEZY POINT, BONHAM ROAD, with
Tennis Lawn.
Apply to
SHARP & Co.
Hongkong, 4th October, 1890. 141

TO LET

**THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.**
LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE
2. Anshun, Kowloon Co.
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